

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 31 TABLE

In Effect at 12:01 A. M. Pacific or 120th Meridian Time.

(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, October 31st, 1909

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

H. C. NUTT,
General Manager.

B. E. PALMER,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

A. BEAMER,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

FIRST DISTRICT.

BOUND.

SECOND CLASS.			FIRST CLASS TRAINS.									FIRST CLASS TRAINS.							SECOND CLASS.						
601	605	603	7	3	41	227	5	1	Water, Coal, Scales, Tables and Ways	Station Numbers	Distance from Paradise	Time Table No. 31. October 31, 1909. Succeeding No. 30.		Distance from Kootenai	Capacity of Side Tracks	4	8	2	42	228	6	602			
Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS.	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
10.05 ^{AM} ₄₁	5.25 ^{AM} ₂₂₇	12.10 ^{AM} ₁	6.05 ^{PM} ₆₋₂₂₈	2.00 ^{PM} ₂	10.25 ^{AM} ₆₀₁	5.00 ^{AM}	2.05 ^{AM}	12.40 ^{AM}	W C S T	1390	0.0	PD.....PARADISE.....N	116.1	525	3.33 ^{AM}	6.58 ^{AM}	1.50 ^{PM}	3.20 ^{PM}	5.30 ^{PM}	6.05 ^{PM}	7.55 ^{PM}				
10.25	5.45	12.30	6.17	* 2.15	* 10.40	5.15	* 2.18	* 12.50	W	1396	6.2	HO.....PLAINS.....N	109.9	120	* 3.20	* 6.40	* 1.35	* 3.03	5.11	5.42	7.25				
10.45	6.20	12.50	* 6.28	* 2.26	* 10.53 ₆₀₁	5.30	* 2.33	* 1.00		1404	13.6	KS.....WEEKSVILLE.....N	102.5	120	* 3.08	* 6.25 ₆₀₅	* 1.22	* 2.50	4.53	* 5.27	7.00				
11.28	6.52	1.06 ₁ 1.15	* 6.40 ₆₀₂	* 2.37 ₄₂	* 11.03	5.43	* 2.47	* 1.11 ₆₀₃	W	1411	20.7	OY.....EDDY.....N	95.4	140	* 2.57	* 6.12	* 1.07	* 2.37 ₃	4.35	* 5.13	6.40 6.35				
11.35	7.00	1.25	* 6.45	* 2.41	* 11.08	5.47	* 2.53 ₄	* 1.15		1413	23.3	.....FROST.....N	92.6	70	* 2.53 ₅	* 6.07	* 1.00	* 2.22	4.26	* 5.07	6.28			
11.50 ^{AM}	7.15	1.40	* 6.52	* 2.50	* 11.15	6.00 ₈	* 3.00	* 1.21		1417	25.0	WN.....WOODLIN.....N	88.1	70	* 2.38	* 6.00 ₂₂₇	* 12.52	* 2.15	4.14	* 5.00	6.17				
12.05 ^{PM}	7.25	1.55	* 7.00	* 2.55	11.27	6.13	* 3.08	* 1.27	W	1420	31.4	FN.....THOMPSON FALLS.....N	84.5	120	* 2.32	* 5.57	* 12.45	2.08	4.02	* 4.55	6.05				
12.15	7.35	2.05	* 7.07	* 3.03	* 11.33	6.24	* 3.15	* 1.34		1426	33.7	BK.....KILDEE.....N	79.4	No Sdg.	* 2.22	* 5.47	* 12.37	* 1.55	3.49	* 4.42	5.45				
12.30	7.40	2.15	* 7.09	* 3.05	* 11.35	6.27	* 3.17	* 1.36	W	1427	37.7	.....BELKNAP.....N	78.4	140	* 2.20 ₆₀₃	* 5.45	* 12.35 ₆₀₁	* 1.53	3.47	* 4.40	5.40			
1.00	8.00	2.50	* 7.22	* 3.17	* 11.48	6.42	* 3.30	* 1.50	Y	1434	44.4	WP.....WHITE PINE.....N	71.0	120	* 2.12	* 5.37	* 12.27	* 1.45	3.37	* 4.25	5.20				
1.28	8.15	3.07	* 7.29	* 3.23 ₂₂₈	* 11.53 ^{AM}	6.55	* 3.37	* 2.00 ₄		1439	50.0	.....VERMILION.....N	66.1	60	* 2.00 ₁	* 5.25	* 12.12	* 1.33 ₆₀₁	3.23 ₃	* 4.11	4.55			
1.55	8.30	3.25	* 7.38	* 3.29	* 12.07 ^{PM} ₂	7.05	* 3.44	* 2.07	W C	1444	54.7	J.....TROUT CREEK.....N	61.4	60	* 1.52	* 5.17	* 12.07 ^{PM} ₄₁	* 1.25	3.05	* 4.05	4.35				
2.15	8.50	3.45	* 7.48	* 3.38	* 12.17	7.18	* 3.57 ₆₀₃	* 2.17		1449	60.5	TC.....TUSCOR.....N	55.3	60	* 1.45	* 5.08	* 11.55 ^{AM}	* 1.15	2.50	* 3.56	4.22				
2.35	9.00	4.10	* 8.00	* 3.46 ₆	* 12.27	7.28	* 4.07	* 2.27		1453	66.0	.....FURLONG.....N	49.3	75	* 1.35	* 4.58	* 11.45	* 1.05	2.40 ₆₀₁	* 3.46 ₃	4.10			
3.00	9.20	4.20	* 8.10	* 3.55 ₆₀₂	* 12.37	7.40	* 4.17	* 2.37	W	1458	70.8	NX.....NOXON.....N	45.3	120	* 1.27	* 4.48	* 11.35	* 12.55	2.30	* 3.36 ₆₀₂	3.55 3.30 ₃₋₅				
3.15	9.35	4.35	* 8.17	* 4.03	* 12.45 ₄₂	7.52	* 4.22	* 2.44		1463	75.1	.....SMEADS.....N	41.0	60	* 1.14	* 4.40 ₆₀₃	* 11.23	* 12.45 ₄₁	2.17	* 3.23 ₆₀₁	3.15 ₆₀₁			
3.45	9.50	5.00	* 8.25	* 4.12	* 12.57	8.03	* 4.30 ₅	* 2.52		1468	80.3	HR.....HERON.....N	35.8	120	* 1.06	* 4.30 ₅	* 11.15	* 12.26	2.04	* 3.14	2.55				
4.03	10.03	5.15	* 8.36	* 4.24	* 1.10	8.25	* 4.42	* 3.02	W	1474	87.2	BN.....CABINET.....N	28.9	60	* 12.55	* 4.12	* 11.03	* 12.11	1.48	* 3.00	2.30				
4.15	10.12	5.30	* 8.42	* 4.31	* 1.17	8.32	* 4.48	* 3.09		1478	92.0	.....OZOMA.....N	24.1	120	* 12.49	* 4.00	* 10.56	* 12.01 ^{PM}	1.37	* 2.53	2.15			
4.30	10.25	5.42	* 8.48	* 4.37	* 1.27 ₂₂₃	8.40	* 4.53	* 3.13		1482	94.6	CX.....CLARK'S FORK.....N	21.5	120	* 12.44	* 3.52	* 10.52	* 11.55 ^{AM}	1.27 ₄₁	* 2.48	2.00				
4.40	10.39	5.55	* 8.55	* 4.45 ₆₀₁	* 1.37 ₆₀₂	8.50	* 5.00	* 3.20		1489	99.5	.....DENTON.....N	16.6	60	* 12.37	* 3.42	* 10.44 ₆₀₅	* 11.45	1.12	* 2.38	1.37 1.32 ₄₁			
5.05	11.00	6.15	* 9.03	* 4.55	* 1.47	9.05	* 5.08	* 3.32 ₈	W C	1492	103.7	H.....HOPE.....N	12.4	322	* 12.30	* 3.32 ₁	* 10.34	* 11.35	1.03 ₆₀₂	* 2.30	1.10 12.45 ₂₂₈				
5.30	11.12	6.37	* 9.17	* 5.07	* 1.58	9.20	* 5.23	* 3.47		1499	111.4	OD.....ODEN.....Day	4.7	60	* 12.17	* 3.16	* 10.18	* 11.17 ₆₀₅	12.45	* 2.13	12.20				
5.40 ^{PM}	11.35 ^{AM}	6.50 ^{AM}	* 9.23 ^{PM}	* 5.15 ^{PM}	* 2.05 ^{PM} ₆	9.28 ^{AM}	* 5.28 ^{AM}	* 3.53 ^{AM}	C W S T	1503	116.1	KN.....KOOTENAI.....N	0.0	300	* 12.10 ^{AM}	* 3.10 ^{AM}	* 10.12 ^{AM}	* 11.10 ^{AM}	12.35 ^{PM}	* 2.05 ^{PM} ₄₁	12.01 ^{PM}				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
7.35	6.15	6.40	3.18	3.15	3.40	4.28	3.23	3.13				Time over District.			3.23	3.43	3.38	4.10	4.55	4.00	7.54				
15.2	18.5	17.7	35.3	36.8	33.7	25.9	34.8	33.7				Average Speed per Hour.			35.0	30.5	31.4	27.7	23.6	29.0	14.3				

Registering Station—Paradise.
Bulletin Stations—Paradise and Kootenai
Standard Clocks—Paradise and Kootenai

Double track switches at Belknap and Trout Creek will be set for old main line.
First class trains when 15 minutes or more late and extra trains running on schedule, will observe same precautions in yard limits at Paradise and Kootenai as required of second and inferior class trains by Rule 298 F.
All trains using new line between Trout Creek and Kildee will come to full stop before going on single track at Trout Creek and Kildee.

SECOND CLASS TRAINS.			FIRST CLASS TRAINS.							FIRST CLASS TRAINS.										SECOND CLASS TRAINS.								
601	605	603	7	3	41	227	229	5	1	Coal, Water, Scales, Tables and Wyes	Station Numbers	Distance from Kootenai	Time Table No. 31. October 31, 1909. Succeeding No. 30.		Distance from Spokane	Capacity of Side Tracks	8	2	42	230	228	6	4	602				
Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS.	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
5.40PM	11.35AM	6.50AM	* 9.23PM	* 5.15PM	* 2.05PM	9.28AM		* 5.28AM	* 3.53AM	KN.....KOOTENAI.....N 3.5	W C S T	1503	0.0		72.0	300	* 3.10AM	* 10.12AM	* 11.10AM			12.35PM	* 2.05PM	* 12.10AM	12.01PM			
5.50	11.50AM 602	7.02	9.33	* 5.23	2.17	9.43		* 5.35	* 4.00	SA.....SAND POINT.....N 3.9	W	1507	3.5		68.5	120	* 3.04	* 10.08	11.02			12.27	1.57	* 11.59PM	11.50AM 605			
6.05	12.10PM 12.15 228	7.15	* 9.40	* 5.30	* 2.22	10.00		* 5.42	* 4.08	.....LIGNITE..... 3.0		1510	7.4		64.6	60	* 2.50	* 10.00	* 10.51			12.15	* 1.45	* 11.50	11.33		
6.15	12.30	7.30	* 9.46	* 5.39	* 2.32	10.12		* 5.50	* 4.15	AG.....ALGOMA.....N 6.7		1513	10.4		61.6	60	* 2.45	* 9.53	* 10.44			12.05PM	* 1.38	* 11.45	11.20			
6.35	12.45	7.50	* 10.02	* 5.53	* 2.46	10.30		* 6.05	* 4.30	CO.....COCOLALLA.....N 8.2	W	1520	17.1		54.9	120	* 2.35	* 9.42	* 10.30			11.48AM	* 1.25	* 11.33	11.10			
7.00	1.05 1.10	8.10	* 10.17	* 6.09	* 3.01	10.50		* 6.21	* 4.46	GE.....GRANITE.....N 6.6	W	1530	25.3		46.7	120	* 2.22	* 9.28	* 10.10			11.28	* 1.10	* 11.18	10.50 10.45			
7.20	1.30	8.30	* 10.32	* 6.24	* 3.15	11.12		* 6.35	* 5.01	AX.....ATHOL.....N 7.5	Y C	1535	31.9		40.1	120	* 2.10	* 9.18	* 9.53			11.12	* 12.56	* 11.08	10.20			
7.35	1.47	8.55	* 10.45	* 6.37	* 3.26	11.35		* 6.47	* 5.14	RS.....RAMSEY.....N 5.6		1543	39.4		32.6	60	* 1.56	* 9.03	* 9.39			10.51	* 12.42	* 10.55	9.55			
7.50	2.05	9.35	10.55	* 6.48	3.33	11.55AM		* 6.55	* 5.23	RD.....RATHDRUM.....N 6.9	W	1549	45.0		27.0	60	* 1.45	* 8.52	9.22			10.37	12.28	* 10.44	9.35			
8.20	2.35	10.17 10.22 230-228	* 11.05	* 7.00	* 3.47	12.15PM	11.50AM	* 7.03	* 5.33	AU.....HAUSER.....N 5.7	W Y	1557	51.9		20.1	120	* 1.30	* 8.40	* 9.02	9.40AM		10.22	* 12.15	* 10.31	9.10 9.00			
8.40	2.52	10.45	* 11.13	* 7.12	* 3.58	12.35	12.02PM	* 7.11	* 5.44	OS.....OTIS.....N 6.0		1561	57.6		14.4	120	* 1.17	* 8.30	* 8.48	f 9.30	f 10.07	* 12.02PM	* 10.20	8.35 8.25				
9.05	3.07	11.05	* 11.20	* 7.23	* 4.07	12.55	12.15	* 7.18	* 5.53	TR.....TRENT.....N 3.9	W	1567	61.6		8.4	60	* 1.10	* 8.20	* 8.35	f 9.20	f 9.52	* 11.50AM	* 10.10	8.05				
9.15	3.15	11.15	* 11.25	* 7.28	* 4.12	1.12	12.20	* 7.23	* 6.00	YD.....YARDLEY.....N 2.7		1573	67.5		4.5	800	* 1.04	* 8.14	* 8.26	* 9.10	f 9.40	* 11.40	* 10.05	7.48				
										.....U. P. CROSSING..... 1.8			70.2		1.8												
9.35PM	3.35PM	11.35AM	11.40PM	7.45PM	4.25PM	1.30PM	12.30PM	7.40AM	6.20AM	SF.....SPOKANE.....N	W C S T	1576	72.0		0.0	500	12.55AM	8.05AM	8.15AM	9.00AM	9.30AM	11.30AM	9.55PM	7.30AM				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
3.55	4.00	4.45	2.17	2.30	2.20	4.02	.40	2.12	2.27								2.15	2.07	2.55	.40	3.05	2.35	2.15	4.31				
18.2	17.0	16.9	31.5	28.8	30.8	17.4	30.	33.3	29.3								32.0	34.1	24.6	30.	23.3	27.8	32.	15.8				
													Time over District.															
													Average Speed per Hour.															

Registering Stations—Spokane.
 Bulletin Stations—Kootenai and Spokane.
 Standard Clocks—Kootenai and Spokane.
 Branch line trains will register at Hauser.
 Moab flag for trains 229 and 230.
 Nos. 227 and 228 will stop on flag at all sidings and spurs.

Reduce speed to 8 miles per hour through corporate limits of Spokane.
 First-Class trains when 15 minutes or more late, and extra trains running on schedule will observe same precautions in yard limits at Kootenai, Sand Point and Spokane as are required of second and inferior class trains by rule 298 F.
 Double track switch at Ramsey will be set for west bound trains.
 Double track switch at Rathdrum will be set for east bound trains.
 Double track switch at Yardley will be set for west bound trains.

THIRD CLASS TRAINS.

SECOND CLASS.

FIRST CLASS TRAINS.

Time Table No. 31.

October 31, 1909. Succeeding No. 30.

FIRST CLASS TRAINS

SECOND CLASS.

THIRD CLASS TRAINS.

Main table containing train schedules with columns for train numbers (855, 853, 857, 663, 531, 243, 233, 239, 231, 232, 240, 234, 244, 532, 664, 858, 854, 856), departure times, arrival times, station names (MARSHALL, DYNAMITE, SPANGLE, PLAZA, NORTH PINE, S. & I. CROSSING, ROSALIA, DONAHUE, Mc COYS, OAKESDALE, BELMONT, EDEN, GARFIELD, CEDAR CREEK, PALOUSE, FALLONS, WHELAN, PULLMAN, SUNSHINE, MOSCOW, JOEL, HOWELL, TROY, ADAMS, KENDRICK, JULIAETTA, ARROW, JOSEPH, NORTH LAPWAI, PORTERS, LEWISTON), and other details like 'Distance from Marshall Junction' and 'Capacity of Side Tracks'.

Bulletin Stations—Spokane, Marshall, Pullman, and Lewiston. Standard Clocks—Spokane, Pullman, and Lewiston. Branch Line trains must obtain orders before occupying main line at Marshall. Engineers will not be required to consult register except at initial or starting point. Registering Stations—Marshall, Pullman, Pullman Jct., Arrow, Joseph and Lewiston. Passenger trains must not exceed speed of 25 miles per hour and fast freight trains 15 miles per hour between Howell and Kendrick. No. 244 will take siding for No. 231. Special attention is called to Rules 500 to 518 inclusive, governing operations on mountain grades between Howell and Kendrick. All trains must come to a Full Stop two hundred (200) feet from U. P. crossings at Oakesdale, Garfield and Pullman. All engines with or without trains must come to a full stop two hundred (200) feet from the draw span in Clearwater River Bridge, and will not proceed until bridge is known to be properly closed and secured.

SECOND CLASS TRAINS.

SECOND CLASS TRAINS.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Telegraph Offices and Calls. PULLMAN JUNCTION, STALEY, CHAMBERS, JOHNSON'S, COLTON, UNIONTOWN, LEON, GENESEE.

Registering Stations—Pullman Junction and Genesee.

Bulletin Stations—Pullman and Genesee.

WEST BOUND.

CLEARWATER SHORT LINE.

EAST BOUND.

WEST BOUND.

LAPWAI BRANCH.

EAST BOUND.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Arrow, Myrtle, Agatha, Lenore, Peck, Ahsahka, Oro Fino, Greer, Pardee, Tramway, Kamiah, Kooskia, Stites.

Time Table No. 31. October 31, 1909. Succeeding No. 30. STATIONS. Joseph, Fort Lapwai, Sweetwater, Cul de Sac, Reubens, Vollmer, Steunenberg, Cottonwood, Fenn, Grangeville.

Registering Stations—Grangeville and Joseph. Maximum Grades between Sweetwater and Reubens. Special attention is called to Rules 500 to 518 inclusive, governing operation on mountain grades between Cul de Sac and Reubens.

Deraill in east end passing tracks at Cul de Sac and Reubens. No. 242 will run as No. 243, Joseph to Lewiston. No. 860 will run as No. 857, Joseph to Lewiston. No. 241 will run as No. 244, Lewiston to Joseph. No. 859 will run as No. 858, Lewiston to Joseph.

Registering and Bulletin Stations—Arrow and Stites. All engines with or without trains must come to a full stop 200 feet from the draw span in Clearwater River Bridge at Kamiah, and will not proceed until bridge is known to be properly closed and secured.

WEST BOUND.

WASHINGTON CENTRAL BRANCH.

EAST BOUND.

THIRD CLASS.		FIRST CLASS.		Time Table No. 31. October 31, 1909. Succeeding No. 30.				FIRST CLASS.		THIRD CLASS.	
863	235	Water, Coal, Scales, Tables and Wyes	Distance from Cheney	Station Number	Distance from Adrian	Capacity of Sidings	236	864	EXCEPT SUNDAY	EXCEPT SUNDAY	
Freight	Passenger						Passenger	Freight			
EXCEPT SUNDAY	DAILY						DAILY				
7.30AM	2.40PM	W C Y	0.0	1592	127.1	144	10.20AM	4.50PM			
8.15	3.10		10.4	I F 10	116.7	47	10.00	4.15			
8.35	f 3.20	W	15.5	I F 16	111.6	76	f 9.47	3.55			
9.00	f 3.35 864		21.0	I F 21	106.1	30	f 9.37	3.35 3.30 235			
9.20 9.30 236	3.50	W	26.5	I F 26	100.6	48	9.27 863	3.05			
10.00	f 4.10		33.9	I F 34	93.2	48	9.11	2.30			
10.30	4.30	W Y	41.4	I F 41	85.7	91	8.55	1.55			
11.00	f 4.45		47.8	I F 47	79.3	45	f 8.37	1.25			
11.40AM	f 5.05	W	56.4	I F 56	70.7	12	f 8.20	12.45			
12.15PM 864	5.25		64.1	I F 64	63.0	45	8.05	12.15PM 11.45AM 863			
1.00	5.48	W	74.1	I F 74	53.0	45	7.38	11.05			
1.35	6.05		80.7	I F 81	46.4	45	7.17	10.40			
2.10	6.18	W	87.5	I F 87	39.6	100	7.05	10.10			
2.55	6.38		96.6	I F 97	30.5	25	6.47	9.35			
3.45	6.53		105.7	I F 106	21.4	40	6.30	9.00			
4.00 4.30	6.57 7.20	W C T	108.3	I F 108	24.0	40	6.25 6.20	8.45 8.25			
4.45	7.30		105.7	I F 106	21.4	40	6.14	8.15			
5.25	8.00		116.7	I F 117	10.4	50	5.52	7.35			
6.15PM	8.35PM	W C T	127.1	I F 127	0.0	130	5.30AM	7.00AM			
EXCEPT SUNDAY	DAILY						DAILY	EXCEPT SUNDAY			
10.45	5.55						5.10	9.50			
11.8	21.6						24.6	13.0			
Time over District.											
Average Speed per Hour.											

Registering and Bulletin Stations—Cheney and Adrian.
Standard Clocks—Spokane, Cheney and Adrian.
Branch line trains must obtain orders before occupying main line at Cheney.
Engineers will not be required to consult register except at initial or starting point.
Switch at Coulee Junction will be set for Main Line.
No. 864 will hold at Adrian 30 minutes for G. N. connection.
Nos. 863 and 864 will carry passengers.

T. H. LANTRY, Trainmaster, Spokane.
C. P. HUNT, Trainmaster, Spokane.

W. B. HALE, Trainmaster, Spokane.
J. J. BLAIR, Chief Dispatcher, Spokane.

WEST BOUND.

FARMINGTON BRANCH.

EAST BOUND.

SECOND CLASS TRAINS.				Time Table No. 31. October 31, 1909. Succeeding No. 30.				SECOND CLASS TRAINS.					
533				STATIONS.				534					
Mixed				Telegraph Offices and Calls				Mixed					
Mon. Wed. Sat.								Mon. Wed. Sat.					
				9.30AM	W C Y	I D 43	0.0	BM.....BELMONT.....D	6.5	89	10.25AM		
							1.2	U. P. CROSSING.....	5.3				
				9.55AM		I H 7	6.5	FA.....FARMINGTON.....D	0.0	85	10.00AM		
				Mon. Wed. Sat.							Mon. Wed. Sat.		
				.25							.25		
				15.6				Time over District.			15.6		
Average Speed per Hour.													

Registering Station—Farmington.
Standard Clock—Spokane.
No. 533 has right over 534.

WEST BOUND.

FORT SHERMAN BRANCH.

EAST BOUND.

FIRST CLASS TRAINS.				Time Table No. 31. October 31, 1909. Succeeding No. 30.				FIRST CLASS TRAINS.					
229				STATIONS.				230					
Passenger				Telegraph Offices and Calls				Passenger					
DAILY								DAILY					
				11.15AM	C Y	I A 14	0.0	CA.....COEUR D'ALENE.....D	13.5	67	10.15AM		
				11.37		I A 4	9.2	POST FALLS.....	4.3	30	9.52		
							11.3	S. I. CROSSING.....	2.2				
				11.50AM	Y W	1557	13.5	AU.....HAUSER.....N	0.0	57	9.40AM		
				DAILY							DAILY		
				0.35				Time over District.			.35		
				24.6				Average Speed per Hour.			22.1		

Registering Stations—Hauser and Coeur d'Alene.
Bulletin Stations—Spokane and Coeur d'Alene.
Standard Clocks—Spokane and Coeur d'Alene.
When backing down incline, brakes must be set to control the train without assistance from the engine.
Branch Line trains must obtain orders before occupying main line at Hauser.
Nos. 229 and 230 connect with Steamer at Coeur d'Alene. Steamer departs from Coeur d'Alene at 10:15 A. M., and arrives at Harrison at 11:35 A. M. Departs from Harrison at 9:40 A. M., and arrives at Coeur d'Alene at 11:00 A. M.

WEST BOUND

SEATTLE BRANCH.

EAST BOUND.

				Time Table No. 31 Oct. 31, 1909 Succeeding No. 30									
				STATIONS.									
				Telegraph Offices and Calls									
				W C Y	I F 41	0.0	DAVENPORT.....	4.8	18.0	40			
					I E 5	4.8	WHEATDALE.....	2.5	13.2	8			
					I E 7	7.3	OMANS.....	4.1	10.7	6			
					I E 12	11.4	GRAVELLES.....	6.6	6.6	8			
					I E 18	18.0	DENNYS.....	0.0	0.0	6			
Time over District.													
Average Speed per Hour.													

COMMERCIAL SPURS.

MAIN LINE.		CLEARWATER SHORT LINE.		LAPWAI BRANCH.	
DISTANCE FROM PARADISE.		DISTANCE FROM ARROW		DISTANCE FROM JOSEPH	
	Car Cap'y		Car Cap'y		Car Cap'y
Russell	19.6 Miles 5	Magills	22.1 Miles 10	Caldwell's	8.0 Miles 6
Alger	48.7 " 57	Flume	24.6 " 4	Jacques	9.6 " 5
Beeson	49.2 " 6	Penoyers	31.0 " 4	Gwyns	27.5 " 6
Cedar Spur	80.3 " 50	FARMINGTON BRANCH.		Clicks	29.6 " 8
Lane Potter	90.9 " 42	DISTANCE FROM BELMONT		Craig Mountain Ry.	30. " 4
Culver	111.6 " 10			WASHINGTON CENTRAL BRANCH	
Boyer	114.1 " 15	DISTANCE FROM BELMONT		DISTANCE FROM CHENEY	
Sagel	124.2 " 10	Hayfield	2.0 Miles 4		
Dufort	127.6 " 12	P. & L. BRANCH.		DISTANCE FROM CHENEY	
Westmond	129.3 " 27	DISTANCE FROM MARSHALL JCT.			
Thomson	136.9 " 120			Forrey	92.2 Miles 8
King's	138.1 " 6	Broadview	28.0 Miles 8	SEATTLE BRANCH	
North Pole	151.2 " 11	Kelly's	40.3 " 7	DISTANCE FROM DAVENPORT	
Rogers	153.9 " 10	Pullman	73.7 " 6		
Calispel	157.3 " 13	Busbey's	78.9 " 8	Frys	9.0 Miles 8
Crosby	165.2 " 10	Troy Log	100.0 " 6	FORT SHERMAN BRANCH	
Moab	170.7 " 5	Rock Spur	106.1 " 10	DISTANCE FROM HAUSER	
		Clyde	106.8 " 14		
		Haynes	134.0 " 6	Heutters	9.4 Miles 10
		Water Co.	135.6 " 3	Wrights	9.7 " 30
				Blackwell Lmb. Co.	10.8 " 20
				Gibbs	11.0 " 15

RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNALS.

(Always have for reference copy of Block Signal Rules.)

RULE 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to Clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that the operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond Block Signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. **A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.**

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in such case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

RULE 43—Any train which has taken siding at a block station must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators **MUST** display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear, except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at a station is at Danger when train is approaching on main track and is changed to Clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

Except during obscure weather permissive block to helper engines will be allowed following freight train ten minutes on Caution Card when authorized by dispatcher.

Attention of engineers is called to the very great importance of obtaining "Go ahead" signal from rear of train before passing any station, and they should not only procure such signal, but have lookout kept for any other signal which might be given while train is passing station. If "Go ahead" signal is not received, train must STOP. The same rule applies to train standing at station, whether on main track or siding. Signal from rear must be received by engineer before starting.

Conductors will educate their brakemen and engineers their firemen in regard to these instructions and conductors arrange that signal will not be given until authorized by him and then transmitted to engineer.

Except on mountain grades, trains may proceed when block is occupied by work trains if provided with caution card stating that work train is in block. Work trains provided with caution card will be permitted to follow trains at the expiration of fifteen minutes without waiting until block is clear. Two or more work trains may work in the block protecting against each other and under caution card.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or received further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of the block for the certain train, it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office, the opposing train must not enter block except under protection of flag. If, however, the trains are moving in the same direction, caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights, permitting it to go, but block rights also.

When a train receives orders at a blind siding by telephone as per Rules 53 and 54, conductors will take order in writing, repeat it back to the operator; after getting complete will deliver a copy to the engineer.

RULES GOVERNING MOVEMENT OF TRAINS AT U. P. CROSSING, SPOKANE.

RULE 1—Engines or trains must never be moved past the signal in interlocking limits without first obtaining clear board.

A. If board on signal is in horizontal position it indicates "Stop." If in vertical position it indicates "Proceed."

B. At night a red light in signal indicates "Stop," or a green light "Proceed."

RULE 2—Signals are always located to right of enginemen, considering engine going forward toward signal. Signals on other tracks must be disregarded.

RULE 3—Upper arm of Signal 52 in vertical position, or upper green light at night, shows clear main line for west bound trains on west bound main line.

Lower arm of Signal 52 shows track lined up into new train yard.

Upper arm of signal governs trains proceeding on east bound main line.

Lower arm governs trains proceeding into Fair Ground Spur.

Signal 31 governs east bound movements on west bound main line.

Signal 32 governs trains pulling out of new train yard.

Signal 47 governs west bound trains on west bound main line.

Signal 49 governs west bound movements on east bound main line.

Signal 48 governs trains pulling out of Fair Ground Spur. (As this signal is at present taken out, and until put in, trains using this spur must be careful not to get past signal foundation until having received hand signal from towerman of green flag by day and green light by night.)

Signal 4 governs east bound movements of trains on old main line

Signal 26 governs west bound movements of trains on old main line.

RULE 4—Cars without engine attached must never be left within Interlocking limits.

RULE 5—Trains pulling through Interlocking limits must display some light on rear of trains at night so towerman can see when end of train has passed.

RULE 6—Trains coming out of yard, wanting to go west on west bound main line, must pull by Signal 47 and not proceed until Signal 47 is clear

RULE 7—Train receiving signal must always pull through Interlocking limits before they can receive any other route, excepting as shown in Rule 6.

RULE 8—In case of failure of automatic signals towerman will flag train through Interlocking limits with a green flag or green light by night. Any other signals by whomsoever must be disregarded.

Trains being flagged through Interlocking limits must proceed very carefully, not to exceed four miles per hour, looking out for derails and switches.

RULE 9—Trainmen and switchmen will be held equally responsible with enginemen, if proceed signals are given before automatic signals show "Proceed."

RULE 10—Trains approaching Signal 29 and wishing main line must give 4 short blasts of the whistle O O O O

Approaching Signal 29 for Fair Ground Spur 3 long _____

Approaching Signal 52 for Main Line, 4 short O O O O

Approaching Signal 52 for New Train Yard, 3 long _____

Approaching Signal 31 for Main Line, 4 short O O O O

Approaching Signal 31 for Crossover onto east bound main line, 2 long, 2 short _____ O O

Approaching Signal 31 for Fair Ground Spur, 3 long _____

Approaching Signal 32—Same as for Signal 31.

Approaching Signal 49 for east bound main line, 4 short O O O O

Approaching Signal 49 for crossover into west bound main line, 2 long, 2 short _____ O O

Approaching Signal 49 for New Train Yard, 3 long _____

Approaching Signal 48—Same as for Signal 49.

Enginemen must answer signals by 2 short blasts of the whistle.

NOTE.—Trains and switch engines must be careful not to pass Signal 32, if this signal shows "STOP," as, if they do, and Signal 52 is cleared for west bound trains, Signal 52 will automatically assume the Stop position, to the danger of approaching trains. Other high arm signals being similar.

AUTHORIZED SURGEONS, IDAHO DIVISION.

LOCATION OF STRETCHERS (S).

DR. J. P. AYLEN, Chief Surgeon,
Central Div., Missoula.
Paradise (S)

DR. H. H. HATTERY, Plains (S)

Thompsons Falls, Station (S)

DR. O. F. PAGE, Sand Point (S)

DR. FRANK WENZ, Rathdrum (S)

DR. N. F. ESSIG, Spokane (S)

(Stretchers at Baggage Room, Yard Office, M. M. Office and
Tool Cars 1 and 2.)

DR. F. P. WITTER, Spokane (S)

DR. R. L. THOMPSON (Oculist), Spokane.

DR. W. S. GAINES, Oakesdale.

DR. E. T. HEIN, Palouse (S)

DR. ED. MAGUIRE, Pullman (S)

DR. W. H. CARITHERS, Moscow (S)

DR. JOHN B. MORRIS, Lewiston (S)

DR. C. F. TUOMY, Genesee.

DR. R. J. ALCORNE, Stites (S)

DR. R. P. MOORE, Davenport.

Wilbur (S)

Hartline

DR. JNO. C. DWYER, Coeur d' Alene (S)

DR. F. A. CAMPBELL, Grangeville

NOTE.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency arising from accident, if necessary proper surgical aid should be procured until the

arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

